

From Coast to Coast

BY THE

IMPERIAL
LIMITED



CANADIAN PACIFIC
RAILWAY

Commencing June 7th
1903.

THE IMPERIAL LIMITED OF THE CANADIAN PACIFIC RAILWAY

THE regular daily transcontinental trains of the Canadian Pacific Railway will again be supplemented during the coming summer by the fast "Imperial Limited" Express which, commencing on June 7 from Montreal and on June 13 from Vancouver, will give a tri-weekly service both west and east bound. The days

INTERIOR OF SLEEPING CAR.



of departure from Montreal are Sundays, Wednesdays and Fridays; and from Vancouver, Tuesdays, Thursdays and Saturdays; the run across the continent—a distance of 2,906 miles—being accomplished in ninety-seven hours.

The Imperial Limited trains, both in their design and construction, approach nearer perfection in railway equipment than anything previously reached. The cars are solidly built, are wide-vestibuled throughout, and in their arrangement and appointments the comfort of the traveler has evidently been a first consideration. Each train consists of two or more palace sleepers of the most modern type, a tourist sleeper, a dining car, and a baggage car. The exteriors are uniformly finished in mahogany of the well-known Canadian Pacific standard.

The sleeping cars intended for the service are designed after the charming style of Louis Quinze, and are magnificent creations of their kind. The elaborate decorations are exquisitely beautiful, being chiefly in ivory and gold, which give a general effect of superb yet tasteful luxury. Each car has eight sections, two large staterooms, furnished with lavatory, etc., and a spacious smoking compartment. The main saloon is finished in red mahogany, and the

CORNER IN SMOKING ROOM.

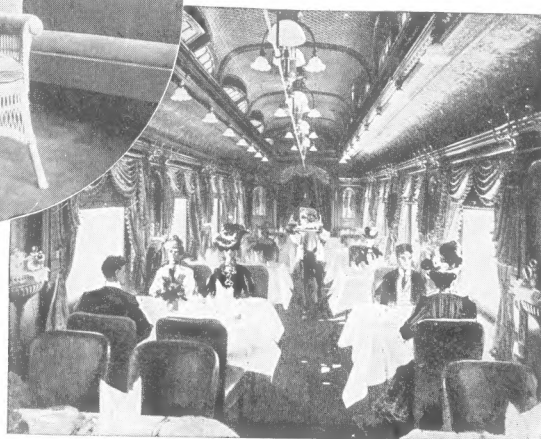


staterooms in Prima Verra—the upholstery throughout being in velour frappe, and the draperies harmonizing in color and richness with the other furnishings.

The tourist sleepers—designed to meet the requirements of those who do not care to incur the expense of accommodation in a palace sleeper, yet desire all the comforts within their means—are in some respects the equal of the latter, although lacking its elegance and luxury. These cars, which contain fourteen sections, are handsomely finished in light wood, and upholstered in leather or corduroy, are fully equipped with bedding, mattresses, etc., and are in charge of competent porters. There are separate toilet rooms for ladies and gentlemen, as in a palace sleeper; and, in addition, every car contains a kitchen department with cooking range for those who desire to prepare their own meals.

The dining cars, which run through from Montreal to Laggan in the Rocky Mountains (beyond which meals are obtained at the charming chalet hotels at Field, Glacier and North Bend), rival the sleepers in the elegance of their appointments and the chasteness of their embellishments. The dining rooms are finished in red-figured mahogany, with ceilings of embossed Lincrusta Walton, old gold in color, and the floors are car-

INTERIOR OF DINING CAR.



peted with green Brussels. The kitchens and pantries are fitted with every modern appliance to ensure a thoroughly satisfactory service. The menu, which is changed daily, and offers every variety according to the season of the year, is only equaled by that supplied in leading metropolitan hotels. Breakfast and lunch are served a la carte, and the charge for dinner is \$1.00, (children under ten years, 50 cents).

THE IMPERIAL LIMITED OF THE CANADIAN PACIFIC RAILWAY

CROSSING THE CONTINENT.

There is a great diversity of scenic splendor in the picturesque regions of forested lands and water stretches, broad prairies and majestic mountain ranges, through which the Imperial Limited passes on its way across the North American Continent.

From Montreal the train speeds up the great Ottawa Valley, past the political capital of the Dominion, and on through the lumbering districts of Ontario to the rugged north shore of Lake Superior, whose sinuous coastline is followed for 200 miles amidst attractive scenery, with this greatest of all inland seas and its countless clustering islands which fringe the shore almost constantly in view. Beyond Fort William, at the northwestern extremity of the lake, the almost unbroken forests of New Ontario are traversed, and the Lake of the Woods—the northern part of which is a labyrinth of islands outrivalling in number and symmetry those of the St. Lawrence—is skirted. Then the country becomes more open, for this is the borderland between woodland and prairie, and at the crossing of the Red River of the North is Winnipeg, the half-way house of the continent, a prosperous city of 50,000 people and multiplying industrial interests—the gateway to the

region into which thousands of settlers from the United States and Europe are pouring, and thriving towns and villages, with immense grain elevators, indicate the great progress that has been made. West of the grain-growing country are the ranches of the cattle kings, whose vast tracts are reticulated with the trails and marked with the wallows of the vanished bison which a quarter of a century ago roamed here

BANFF HOTEL,
CANADIAN
ROCKIES.



great Wheat Belt of Western Canada, from which last year were garnered 140,000,000 bushels of grain. The beauty of "Prairie Land" is at its best when the wheat stands ripe, and on every side, sweeping away and lost at the horizon, are the waving yellow fields of grain. In the earlier summer, the broad expanse of verdure is scarcely less pleasing to the senses. This is the



MOUNT RUNDLE
AND VERMILLION LAKE.



THE BEAUTIFUL
VALLEY OF THE
BOW, BANFF.

in untold numbers. After the plains, comes in wonderful and startling contrast the wildest and most magnificent scenery in the world—a region described by Whymper, the conqueror of the Matterhorn, as "fifty or sixty Switzerlands rolled into one." The Imperial Limited winds in and about

the base of the foothills which completely shut off the prairies behind, and by a tortuous way enters into the folds of the mighty Rockies. On every hand are gigantic, towering peaks, whose summits are often hidden in the clouds. Turbulent mountain streams foam down the forested slopes, falling in cascades from great heights and losing themselves in roaring torrents that tear rocky channels through wild cañons. The Rockies are paralleled by the Selkirks, whose snowy crags glisten and gleam in the bright sunshine. Immense fields of snow and ice lie among the summits; dizzy precipices overhang deep gorges, and pathless forests of pine and cedar and balsam clothe the mountains down to the narrow valleys, through which and along the mountains' ledges the railroad runs. Wonderful indeed is the gorgeous coloring of this vast sea of mountains. The snowy, cloud-piercing peaks, the dense green forest slopes, the dazzling purple of the mountain folds, the sombre shades of yawning chasms, the sparkling crystal waters, the clear blue of mid-heaven, make

THE IMPERIAL LIMITED OF THE CANADIAN PACIFIC RAILWAY

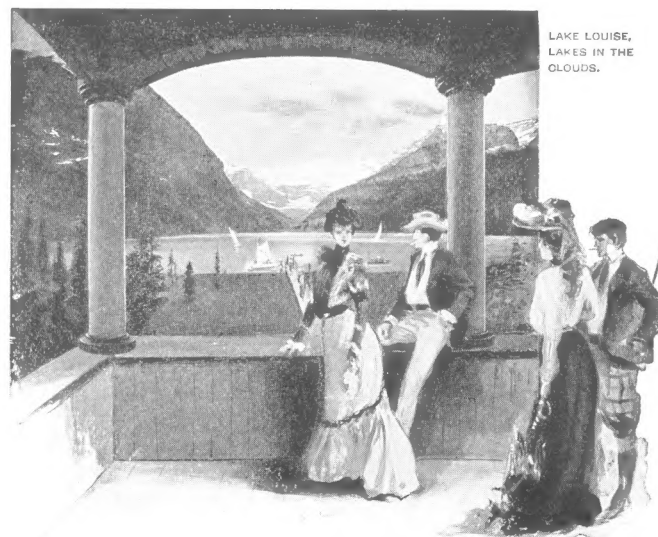
TWIN PEAKS AND
SPRAY VALLEY,
BANFF.



a rare picture of grandeur and magnificence. Paralleling the Selkirks is the Gold Range, in and beyond which is the winsome lake region of British Columbia. Farther west the way leads through the Great Cañon of the Fraser, down which the angry waters of the mighty river swirl and roar impetuously on their mad race to the sea, and the picturesque shores of Burrard Inlet are skirted to Vancouver, the Pacific coast terminal of the overland run—ninety-seven hours from Montreal.

In the mountains are many delightful resorts where elegantly appointed hotels, under the management of the Railway Company, are operated:—at Banff, in the Canadian National Park, a charming spot with glorious environments; the Lakes in the Clouds,

MOUNT LEFROY
LAKES IN
THE CLOUDS.



LAKE LOUISE,
LAKES IN THE
CLOUDS.



SECOND CROSSING
OF KICKING HORSE
AND SHOULDER OF
MOUNT STEPHEN.

MAP OF THE
CANADIAN PACIFIC RAILWAY,
THE MINNEAPOLIS, ST. PAUL AND SAULT STE MARIE RAILWAY,
THE DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY,
AND CONNECTIONS.

SCALE OF STATUTE MILES.
0 25 50 75 100 125 150 175 200

3 25-'03 POOLE BROS. CHICAGO.

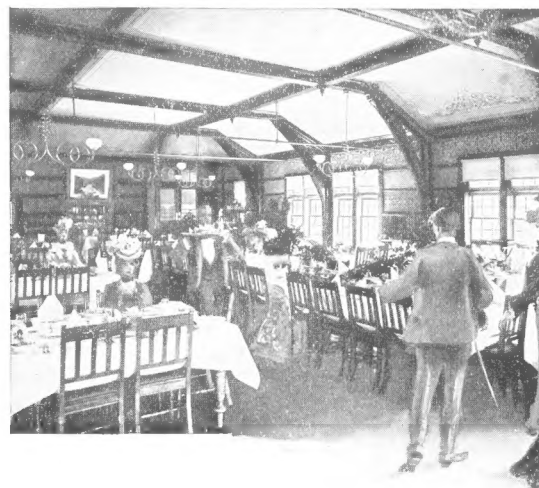
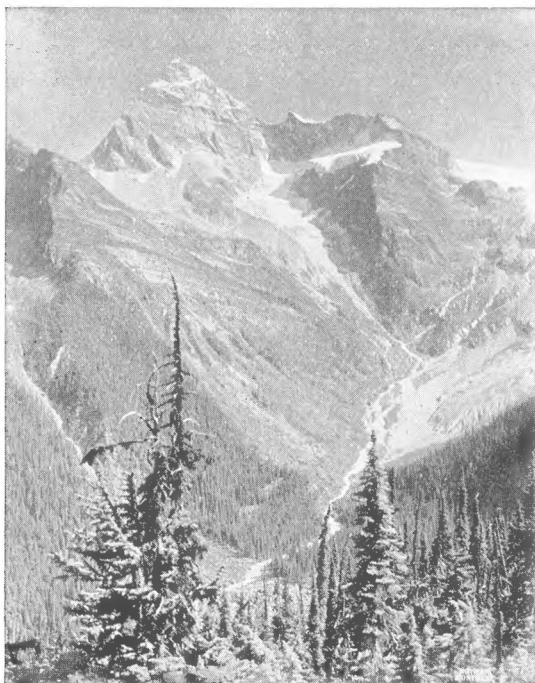
THE IMPERIAL LIMITED OF THE CANADIAN PACIFIC RAILWAY

MOUNT STEPHEN
HOUSE, FIELD,
B. C.



delightful water-stretches at high altitudes; Field, just beyond the Great Divide, the gateway of the famed Yoho Valley—a region of rare beauty with waterfalls dropping 1,200 feet, vast glaciers and great snow fields, beautiful tarns and startling cañons;

MOUNT SIR
DONALD, SELKIRK
RANGE.



DINING ROOM,
GLACIER HOUSE,
GLACIER, B. C.

the Great Glacier of the Selkirks, at the foot of a huge frozen sea, whose wrinkled crest can be safely traversed; Sicamous, on the lovely Shuswap Lake, a famous resort for the angler and the hunter; North Bend, at the beginning of the wonderful Fraser Cañon; and at Vancouver, the Hotel Vancouver, recently rebuilt and enlarged, is a favorite rendezvous for travelers.



VALLEY OF THE
ILLEGILLEWAET,
B. C.

THE IMPERIAL LIMITED OF THE CANADIAN PACIFIC RAILWAY

TRANSCONTINENTAL TRAINS.

WESTBOUND—FROM THE ATLANTIC TO THE PACIFIC.

MIs.	STATIONS	No. 97	DAYS		
0	Montreal (Windsor Street).....Lv	11 40 AM	Sun	Wed	Fri
112	Ottawa (Central Station).....	2 40 PM	Sun	Wed	Fri
120	Ottawa (Union Station).....	3 10 PM	Sun	Wed	Fri
148	Carleton Junction.....	4 10 PM	Sun	Wed	Fri
190	Renfrew.....	5 21 PM	Sun	Wed	Fri
246	Chalk River.....	6 55 PM	Sun	Wed	Fri
364	North Bay.....Ar	10 25 PM	Sun	Wed	Fri
....	Toronto.....Lv	1 45 PM	Sun	Wed	Fri
....	North Bay.....Ar	9 45 PM	Sun	Wed	Fri
364	North Bay.....Lv	10 40 PM	Sun	Wed	Fri
443	Sudbury (Eastern Time).....	12 50 AM	Mon	Thu	Sat
993	Port Arthur (Central Time).....	5 00 PM	Mon	Thu	Sat
998	Fort William.....Ar	17 10	Mon	Thu	Sat
1291	Rat Portage.....Lv	1 30	Mon	Thu	Sat
1424	Winnipeg.....Ar	2 35	Tue	Fri	Sun
1424	Winnipeg.....Lv	6 35	Tue	Fri	Sun
1557	Brandon.....Ar	7 00	Tue	Fri	Sun
1557	Brandon.....Lv	10 40	Tue	Fri	Sun
1751	Regina.....Ar	9 45	Tue	Fri	Sun
1822	Regina.....Lv	16 25	Tue	Fri	Sun
1822	Moose Jaw.....Ar	17 45	Tue	Fri	Sun
2084	Medicine Hat.....	2 40	Wed	Sat	Mon
2264	Calgary.....	8 35	Wed	Sat	Mon
2316	Banff.....	11 30	Wed	Sat	Mon
2381	Laggan.....Ar	12 45	Wed	Sat	Mon
2381	Laggan.....Lv	12 00	Wed	Sat	Mon
2397	Field.....Ar	13 20	Wed	Sat	Mon
2397	Field.....Lv	13 45	Wed	Sat	Mon
2483	Glacier.....Ar	18 20	Wed	Sat	Mon
2483	Glacier.....Lv	18 45	Wed	Sat	Mon
2527	Revelstoke.....Ar	21 00	Wed	Sat	Mon
2777	North Bend.....Ar	7 55	Thu	Sun	Tue
2777	North Bend.....Lv	8 25	Thu	Sun	Tue
2863	Mission Junction.....	11 25	Thu	Sun	Tue
2866	Vancouver.....Ar	13 00	Thu	Sun	Tue
2866	Vancouver (Steamer).....Lv	13 15	Thu	Sun	Tue
2880	Victoria.....Ar	18 30	Thu	Sun	Tue

EASTBOUND—FROM THE PACIFIC TO THE ATLANTIC.

MIs.	STATIONS	No. 96	DAYS		
0	Victoria (Steamer).....Lv	1 00	Tue	Thu	Sat
84	Vancouver.....Ar	7 00	Tue	Thu	Sat
0	Vancouver.....Lv	13 30	Tue	Thu	Sat
43	Mission Junction.....	15 20	Tue	Thu	Sat
129	North Bend.....Ar	18 05	Tue	Thu	Sat
129	North Bend.....Lv	18 30	Tue	Thu	Sat
373	Revelstoke.....	4 35	Wed	Fri	Sun
423	Glacier.....Ar	7 00	Wed	Fri	Sun
423	Glacier.....Lv	7 25	Wed	Fri	Sun
569	Field.....Ar	11 25	Wed	Fri	Sun
569	Field.....Lv	11 50	Wed	Fri	Sun
525	Laggan.....Ar	13 07	Wed	Fri	Sun
525	Laggan.....Lv	14 17	Wed	Fri	Sun
569	Banff.....	15 25	Wed	Fri	Sun
642	Calgary.....	18 20	Wed	Fri	Sun
822	Medicine Hat.....	24 01	Thu	Sat	Mon
1084	Moose Jaw.....	8 50	Thu	Sat	Mon
1125	Regina.....	10 00	Thu	Sat	Mon
1349	Brandon.....Ar	16 40	Thu	Sat	Mon
1349	Brandon.....Lv	17 45	Thu	Sat	Mon
1482	Winnipeg.....Ar	21 20	Thu	Sat	Mon
1482	Winnipeg.....Lv	21 50	Thu	Sat	Mon
1615	Rat Portage.....	1 35	Fri	Sun	Tue
1908	Fort William.....Ar	10 10	Fri	Sun	Tue
1908	Fort William.....Lv	10 30	Fri	Sun	Tue
1913	Port Arthur (Central Time).....	10 40 AM	Fri	Sun	Tue
2463	Sudbury (Eastern Time).....	4 00 AM	Sat	Mon	Wed
2542	North Bay.....Ar	6 25 AM	Sat	Mon	Wed
2542	North Bay.....Lv	6 50 AM	Sat	Mon	Wed
2769	Toronto.....Ar	2 45 PM	Sat	Mon	Wed
2542	North Bay.....Lv	6 40 AM	Sat	Mon	Wed
2560	Chalk River.....	10 10 AM	Sat	Mon	Wed
2716	Renfrew.....	11 35 AM	Sat	Mon	Wed
2758	Carleton Junction.....	12 45 PM	Sat	Mon	Wed
2786	Ottawa (Union Station).....Ar	1 40 PM	Sat	Mon	Wed
2794	Ottawa (Central Station).....	2 05 PM	Sat	Mon	Wed
2806	Montreal.....Ar	5 05 PM	Sat	Mon	Wed

For further information as to rates, etc., apply to the nearest Canadian Pacific Railway Agent or to

A. H. NOTMAN, Assistant General Passenger Agent, 1 King St. East, TORONTO.

C. B. FOSTER, District Passenger Agent, ST. JOHN, N. B.

E. J. COYLE, Ass't General Passenger Agent, VANCOUVER, B. C.

ARCHER BAKER, European Traffic Manager, 67 and 68 King William St., E. C., and 30 Cockspur St., S. W., LONDON, ENG.; 9 James St., LIVERPOOL; 67 St. Vincent St., GLASGOW.

M. M. STERN, District Passenger Agent, Palace Hotel Building, SAN FRANCISCO.

A. C. SHAW, General Agent Passenger Department C. P. R., 228 South Clark St., CHICAGO.

W. R. CALLAWAY, General Passenger Agent Soo Line, MINNEAPOLIS, MINN.

W. S. THORN, Assistant General Passenger Agent Soo Line, 379 Robert St., ST. PAUL, MINN.

G. W. HIBBARD, General Passenger Agent D. S. S. & A. Ry. MARQUETTE, MICH.

H. McMURTRIE, Passenger Agent, 629-631 Chestnut Street, PHILADELPHIA, PA.

J. H. THOMPSON, Passenger Agent, 129 East Baltimore St., BALTIMORE, MD.

GEO. A. CLIFFORD, Traveling Passenger Agent, 16 Carew Building, CINCINNATI, O.

C. E. BENJAMIN, Traveling Passenger Agent, 315 Chestnut St., ST. LOUIS, MO.

E. C. OVIATT, Traveling Passenger Agent, 353 Lake Ave., BATTLE CREEK, MICH.

W. W. MERKLE, Passenger Agent, 1229 Pennsylvania Ave., WASHINGTON, D. C.

H. J. COLVIN, District Passenger Agent, 362 Washington St., BOSTON, MASS.

E. V. SKINNER, General Eastern Agent, 353 Broadway, NEW YORK.

C. E. McPHERSON, General Passenger Agent, WINNIPEG.
C. E. E. USSHER, General Passenger Agent, MONTREAL.

ROBERT KERR,
Passenger Traffic Manager,
MONTREAL.

From Coast to Coast

BY THE

IMPERIAL
LIMITED



CANADIAN PACIFIC
RAILWAY

Commencing June 7th
1903.